

Unmet Transit Needs Process

Presentation to the
California Valley Miwok Tribe
December 9, 2011

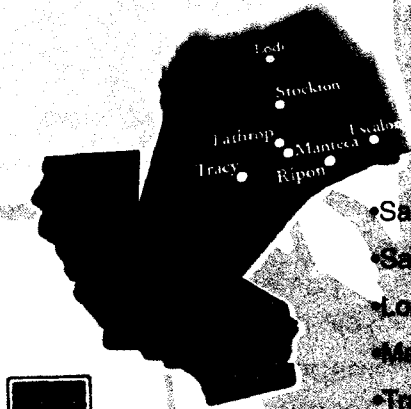


Unmet Transit Needs Process

- Overview of SJCOG
- The UTN Process
- Public Hearing Process
- Identifying an Unmet Need
- Defining an Unmet Need
- Defining Reasonable to Meet
- Findings
- Schedule



Member Agencies and Transit Operators



- San Joaquin Regional Transit District
- San Joaquin Regional Rail Commission
- Lodi Grapeline
- Manteca Transit
- Tracy Tracer
- Escalon eTrans
- Caltrans, District 10
- Port of Stockton

The UTN Process

- What is the Transportation Development Act (TDA)?
 - SB 325 Approved in 1971
 - Provides two funding sources for transit and non-transit related purposes
 - Local Transportation Fund – ¼ cent of statewide sales tax
 - State Transit Assistance – statewide sales tax on gasoline and diesel fuel



SJCOG's Role in the UTN

- **Ensure that an adequate planning process was used**
- **Coordinate and hold public hearings**
- **Determine definitions for "unmet transit needs" and "reasonable to meet."**
- **Adopt findings**
- **Submit report and findings to Caltrans**
- **Allocate funds**



Public Hearing Process

- **TDA requires one public meeting**
 - **SJCOG asks each jurisdiction to hold at least one meeting**
 - **Public notices placed in newspapers**
 - **Flyers distributed**
- **Direct mailers**
- **Online survey**



Defining Reasonable to Meet

The SSTAC subcommittee reviews each need for:

1. **Community Acceptance** - There should be a demonstrated interest of citizens in the new or additional transit service (i.e. multiple comments, petitions, etc.)
2. **Equity** - The proposed new or additional service will benefit the general public, residents who use or would use public transportation regularly, the elderly population, and persons with disabilities.
3. **Potential Ridership** - The proposed transit service will maintain new service ridership performance measures, as defined by the Social Services Transportation Advisory Committee (SSTAC).



Defining Reasonable to Meet

4. **Cost Effectiveness** - The proposed new or additional transit service will not affect the ability of the overall system to meet the applicable state farebox ratio or regional performance requirements after exemption period, if the service is eligible for the exemption. If the exemption is not used, the service must meet minimum applicable operating cost per passenger objectives or farebox ratio return requirements as stated in the TDA statutes. Cost effectiveness is not applicable to transit services operating within an exemption period.
5. **Operational Feasibility** - The system can be implemented safely and in accordance with local, state, and federal laws and regulations.
6. **Funding** - The imposed service would not cause the claimant to incur expenses in excess of the maximum allocation of TDA funds.



Tentative FY 2012-2013 Schedule

- **Public Hearings – October to December**
- **Evaluate Unmet Needs – January 2011**
- **Draft Report – February 2011**
- **SSTAC Review – April 2011**
- **SJCOG Board Review – April 2011**



Questions

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